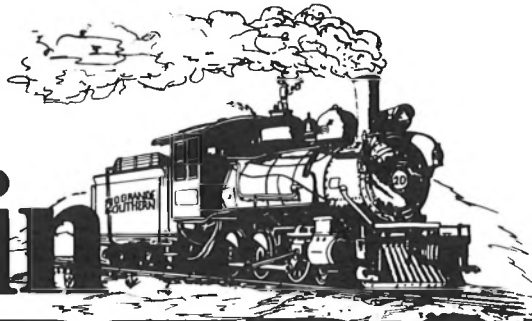


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 10, 1996 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the October, 1996 Rail Report is due no later than September 1, 1996!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

September, 1996..... No. 444
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
1935 Independence
Colorado Springs, Colorado 80920-3705

SEPTEMBER 10 PROGRAM

"British Steam--Real and Replica" will be presented at the September meeting by Vin and Hilary Callcut of Great Britain.

Having covered the topic "British Steam--the American Connection" during their last visit in 1994, they will present a follow-up program ranging across many of the preservation schemes and their successes, achieved with voluntary support. They will also be taking a closer look at the progress of some of the new-built steam replicas, from Trevethick's 1804 Pennydarren locomotive to the LNER A1 class main line Peppercorn pacific.

Those of us who were present at Vin and

Hilary's previous program can attest to the excellent material and highly recommend that members be sure to attend the September meeting and program.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report, (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, P. O. Box 2391, Denver, Colorado 80201-2391.

AUGUST PROGRAM AND MEETING

Our "Thanks" to Club member, Jim Stewart of Lancaster, PA, for the time and effort to bring his program to the August meeting.

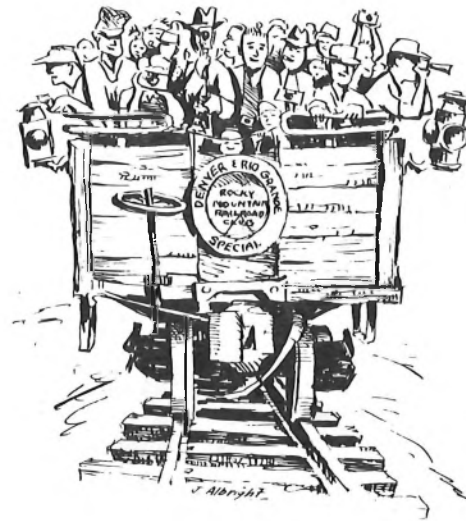
Jim took us on an excursion to Europe, including Germany, the Czech Republic, Hungary and Austria. Trains and local sites provided for an interesting evening.

Based on the input from members through their letters to your editor in response to the July editorial, your Club officers and directors began to implement a new effort to make the Club meetings friendlier through the use of name badges and the invitation to those in attendance to feel free to meet officers and board members, ask questions and offer their services to the Club. Letters received by the July 19th board meeting were presented to the board, and, copies were to be made and distributed to every officer, board member and committee chairman. Your letters were appreciated and will be used to formulate future goals and policy.

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Pat Cross	Florence, CO
Robert Stearo	Sheridan, WY



1996 SCHEDULE OF EVENTS

September 10	Regular Monthly Meeting
September 29- October 12	Great Britain Rail Trip
October 12	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

REMINDER

ANNUAL VIDEO POTPOURRI NIGHT

IT'S TIME!! It's time to get your video ready for the Annual Video Potpourri Night, November 12, 1996. Plan to give your video to either Sherm Conners or Roger Callender at the September or October meetings. Those of you who live out-of-town may send your video to Sherm Conners, 9741 E. 157th Ave., Brighton, CO 80601. All videos will be carefully handled and returned promptly after the November meeting.

Club members are always happy to view railroads that are not part of our everyday scene. Sharing our memories with others is the ultimate satisfaction. If you need any help copying or editing your video, please call Sherm at (303) 659-5513.
(Sherm Conners)

ROCKY MOUNTAIN



RAILROAD CLUB

ANNUAL BANQUET

You are corsially invited to attend the Rocky Mountain Railroad Club's Annual Banquet on Saturday, October 12, 1996.

This gala event will be held at The Regency Hotel, I-25 and 38th Avenue (Look for the gold dome!). Cocktails will be available at 6:00 p.m. at a cash bar; Dinner will follow at 7:00 p.m. with the evening's program following dinner and door prizes.

Ample free parking is available, and for out-of-town members and guests, the Club has arranged for reduced rates at the Regency Hotel: Single, \$49.00; Double, \$58.00. Reservations need to be made directly with the hotel by September 14th!! Their phone number is (303) 458-0808. Be sure to identify yourself as being with the Rocky Mountain Railroad Club.

Dinner will consist of your choice of:

- A. Trout Almondine, Baby Red Potatos and Mixed Vegetables, or,
- B. London Broil, Mushroom Sauce, Baby Red Potatos and Mixed Vegetables, or,
- C. Chicken Pierre, Baby Red Potatos and Mixed Vegetables.

All menu choices include tossed green salad with Regency dressing, rolls and butter, dessert, and, your choice of regular coffee, decaffeinated coffee, tea and water.

Our program this year will feature Jim Ehernberger, long-time member, past president, noted author and photographer, presenting a program seen, and very much enjoyed on the Club's December, 1995, D&SNG RR Excursion weekend. Jim's program will include great railroad photography, interspersed with railroad folk songs, covering a variety of subjects, including construction gangs, romance, religion and historical events. We are sure that you will find this program worth the price of admission, alone!

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is only \$19.00 per person!! Tickets will be available at Club meetings or by mail. Please order as soon as possible. We must submit a head count by Wednesday, October 2nd!!!! We cannot seat people who arrive without a reservation!

Send your reservations, along with a check or money order to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, Ticket Chairman, 700 So. Elizabeth Street, Denver, Colorado 90209.

[Please send a stamped, self-addressed envelope with your order to reduce the work load for Hugh. Your cooperation in this matter is greatly appreciated]

ANNUAL BANQUET ORDER FORM

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

Please send the following tickets for the Annual RMRRRC Banquet:

_____ (A) Trout @ \$19.00 \$ _____

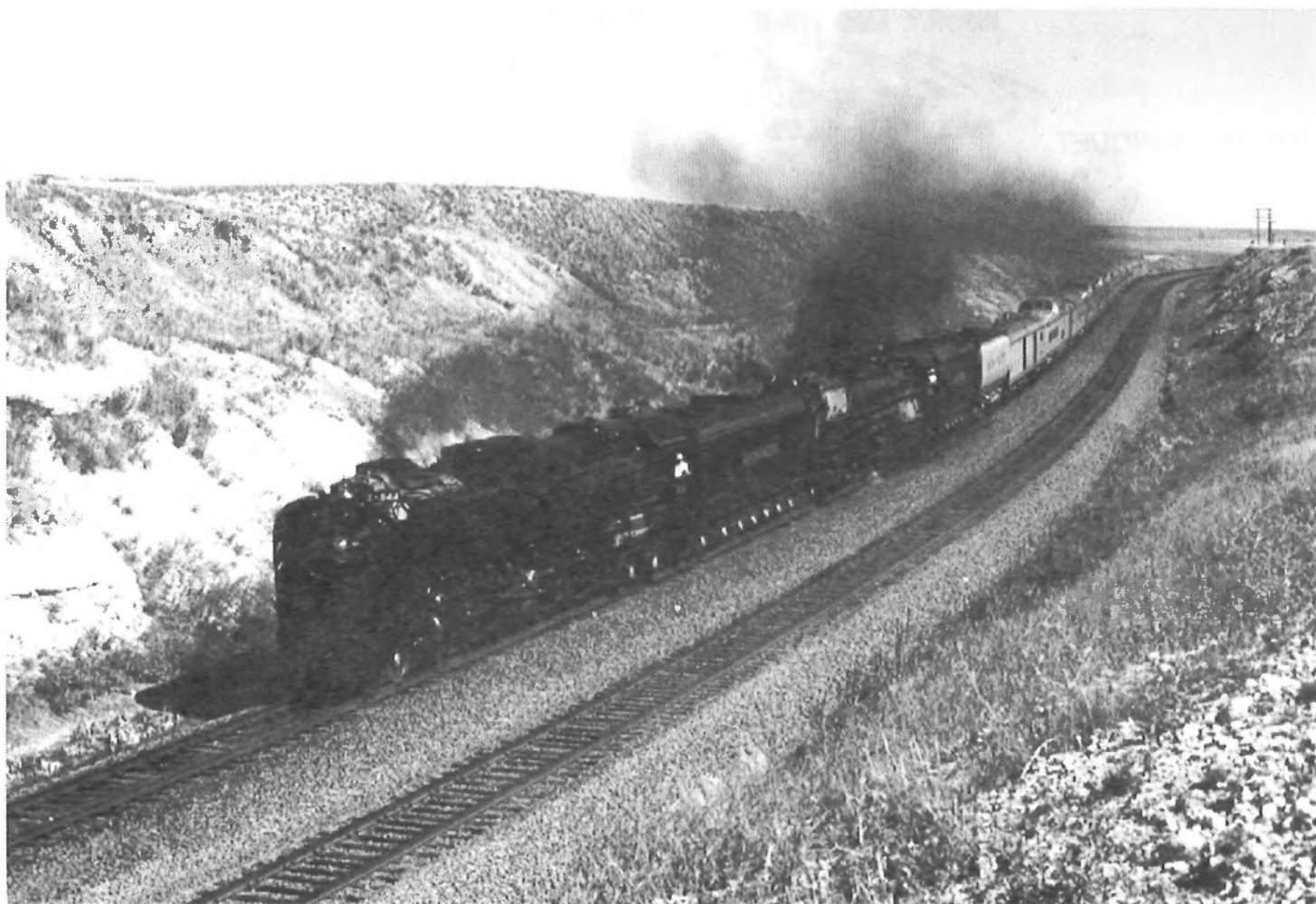
_____ (B) London Broil @ \$19 \$ _____

_____ (C) Chicken @ 19.00 \$ _____

Total \$ _____

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.



To the surprise and delight of railfans, the Union Pacific decided to add the #844 to the #3985 Denver Post/Cheyenne Frontier Days Special on its return to Denver. Darrell Arndt followed the train on its return to Cheyenne the next day as it deadheaded the equipment back home. Here we see the train near Speer, Wyoming, a few miles out of Cheyenne.

(Darrell Arndt Photograph)

REPORT ON THE DENVER POST/ CHEYENNE FRONTIER DAYS OUTING AND SPECIAL TRAIN

by Bud Lehrer

The Denver Post Cheyenne Frontier Days Special Train was, again, a big hit for those who rode it, and, for those who viewed it from trackside. The 29-car consist was made up of Ski Train and Union Pacific equipment. It was powered by UP Challenger #3985 and the UP Centennial #6936 on the trip from Denver to Cheyenne. The Club had reserved a Union Pacific 44-passenger coach, "The City of Salina."

This was the 100th Anniversary of the famed Cheyenne Frontier Days. The parade was, as

usual, one of the better western parades with hundreds of horses, wagons, stage-coaches military groups, bands and floats. If you enjoy rodeos, this was, as they say, is "The Grand Daddy of Them All." It is wild and exciting!

The Denver Post did an excellent job in coordinating and handling the 1,181 passengers, making everyone feel welcomed. Breakfast on board the train, a special buffet barbeque in Cheyenne, and a light supper on the return trip was provided by Pour La France. It was evident that everyone was having a great time. However, from the point of view of the railfan, you would not really know what was on the front end, powering the train, especially if you are twenty cars away!

The Union Pacific provided the railfans on the train with a big surprise. As most people aware, this was the 3985's last trip before being shopped for a overhaul. They decided to doublehead the UP's giant northern engine, the 844, with the 3985 on the return trip to Denver. The 844 was fresh out of the shops after a several-year lay-off for overhaul work. Despite the care taken with her over this period, her water-pump became tempermental coming out of Cheyenne, toward Speer, necessitating an unscheduled stop. The crew quickly made repairs and, soon, we were on our way to Denver. There were many people out to see these two classic, mainline steam engines working together. This was probably a first

for the two doubleheading together on the Cheyenne-Denver line.

It was a thrill to see these two giant engines sitting in the Denver Union Station in the early evening darkness, pulsating steam and witht the rhythmic sound of the air pumps. What a sight! The next afternoon, the duo left Denver for Cheyenne with the UP cars, which then headed east, powered by the UP E-9's.

What a weekend! Not many people can say that in one day they rode behind the 3985, the 844, and the 6936. Great, historic mainline enines!



The American Orient Express made a previous national park trip into Denver in June and Chip Sherman made a dramatic exposure of AOE's round-end observation-lounge-bar car "New York" the evening of June 6th, outside Denver's Union Station. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

AMERICAN ORIENT EXPRESS TRAVELS TO ASPEN AND SANTA FE OPERAS VIA COLORADO. The American Orient Express (AOE) operated to the Aspen, CO, and Santa Fe, NM, operas in

August, 1996. The 14-car train departed Los Angeles, CA, August 11th, bound for Glenwood Springs, CO, and arrived there on August 13th. Passengers were then bussed south for the Aspen Opera on August 14th. The train was kept on the Southern Pacific's wye at Glenwood Springs. The train departed Glenwood Springs early August 15th, going east to Denver via Moffat Tunnel, then



Northwestern Pacific GP-9, #3825, one of four GP9-9's and four SD-9's being rebuilt by Omnitrax of Loveland, Colorado, is seen at Southern Pacific's North Yards in Denver on July 11, 1996. The story behind these engines and the Northwestern Pacific was included in the August, 1996, Rail Report. The paint scheme on these units is very sharp!

(Chip Sherman Photograph)

south on the Joint Line via Colorado Springs and La Junta, Colorado.

The train will be making The Sierra & The Rockies trip from Oakland, CA, via SP to Denver, August 23-28. The eastbound train will be in the Colorado Rockies via the Moffat Tunnel Route, Wednesday, August 28th. Arrival in Denver will be around 6:30 p.m., again running just ahead of Amtrak's train #6, The California Zephyr.

August 29th, the AOE is expected to leave Denver westbound via the SP's Moffat Tunnel Route, bound for Santa Fe, NM. This will be a national park trip which includes Rocky Mountain National Park, Golden Spike National Historic Site in Promontory, UT, Cedar City, UT, for visits to Zion and

Bryce Canyon National Parks, and Flagstaff, AZ, to visit Sunset Crater and Wupatki National Monuments. This tour is priced at \$3,850 to \$5,300 per person, depending on your choice of sleeping accommodations. Another national park tour will depart Denver on September 29th.

Further AOE information is available by calling 1-800-727-7477. A 1997 schedule is also available at this time. (The Colorado Zephyr)

BNSF MOVES SW-1500'S INTO DENVER YARD SERVICE. Beginning in late June, 1996, BNSF moved three SW-1500's into Denver; #'s 27, 310 and 319. The units are usually found working with an SD-9. The Salt Mine, which works BNSF's 31st St. Yard, Denver, CO, is

one place this combination is found.

DANISH IC3 TRAIN DEMONSTRATOR RUNS CANCELLED BY RAILROAD. Plans to demonstrate a new Danish-built commuter train were cancelled by Southern Pacific. The Colorado Dept. of Transportation and Eagle County had wanted to make demonstrations in the Eagle Valley, beginning August 15th. SP refused to allow the demonstration runs on its lines.

The Danish three-car, self-propelled, commuter train has been making demonstration runs in California during July, 1996. The manufacturer claims that these trains are more fuel-efficient since they weigh 30 percent less than conventional, diesel powered trains.

Despite the August cancellation, rail proponents remain hopeful that demonstration runs can take place this autumn when Union Pacific (UP) merges SP into its fold. UP will begin absorbing SP on September 12, 1996. UP has promoted rail transit with the major cities its system serves, including the DIA Air Train project. An Eagle Valley group is now working with UP for a demonstration project that could put other kinds of passenger trains in the Eagle Valley rail line as soon as October, 1996. (Eagle Valley Times, 7/10/96)

SP ADDS NEW COAL TRAINS. Two new coal train symbols have been noted on Southern Pacific, working through Denver, CO. They are the EYAGC (Energy Mine near Steamboat Springs, CO, east to Denver, then south to Mexico) and the AITUC (Axial Mine near Steamboat Springs, CO, to Tucson, AZ, coal loads). (Mark Bau)

UNION PACIFIC'S KANSAS PACIFIC LINE TO BE UPGRADED. The UP's Kansas Pacific Line, better known as the KP, Menoken, KS, to Denver, CO, line will get \$86.6 million in track and bridge improvements. New sidings will be located at Page City, Grainfield, Wakeeyn, Toulon, Dorrance, Brookville, Salina and Solomon, KS. The Weskan and Oakley, KS, sidings will be lengthened. This is intended to relieve pressure on the UP's Nebraska main line, migrate traffic off the old Missouri Pacific/SP line and move coal and grain. UP foresees this major upgrade to later permit abandonment of the

Herington, KS, to Pueblo, CO, line which feeds ex-Denver & Rio Grande Western's Tennessee Pass Line.

Over in Kansas City, the SP's ex-Rock Island Armordale Yard will be converted by the UP to an intermodal facility, and the tracks lengthened. New connections will be built at Hope, KS, (UP to BNSF ex-Santa Fe connection) and at Topeka, KS, including improved access between Marysville and Herington, KS. (SPARKS Newsletter, Topeka, KS, 1996)

CITY OF SPOKANE VISITS DENVER UNION STATION. A Great Northern Empire Builder-painted (Pullman Green and Omaha Orange) round-end observation lounge, travelled from Spokane, WA, to Denver in July, 1996. The car started its journey from Spokane, WA, on July 22nd on Amtrak's Empire Builder, train #7. It then was placed on Amtrak's Pioneer, train 26, for Seattle, WA, to Denver, where it laid over for several days on the private car train track located near the Ice House. The car went west on Amtrak's California Zephyr, train #5, departing Denver, Monday, July 29th. (Darrell Arndt)

ELECTIONS

Your editor's Editorial in the July Rail Report pointed out the need for members to reappraise their position on volunteering and nominating persons to serve on the Board and as Officers. The December Elections are approaching quickly and the Club needs your help in submitting nominations.

The nominating committee, made up of the hold-over board members, is composed of the following three men: Jim Blouch, John Hallinan and Don Zielesch. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December Elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates for officers or board members, please contact any of the committee members at Club meetings, via the Club's telephone, or, write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201-2391.



Even from across the valley, the complete 32-car train, combining the regular passenger train and the special mixed train of the Friends of the Cumbres & Toltec Scenic Railroad, couldn't be framed in its entirety. Engine #497 was road engine, #484 was the helper on the point, and #488 was the mid-train helper. (Jim Trowbridge Photograph)

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

This has been a busy year for excursions over the Cumbres & Toltec Scenic Railroad. The Friends of the C&TS began the run of specials with their moonlight trip to Osier for a steak dinner and return to Chama in the moonlight on June 29, 1996. The following day, John West, of Mill Valley, California, struck out for Big Horn Wye with a 23-car freight. Then, on July 27th, the Friends again had a special train that went to Big Horn Wye with a mixed freight/passenger train. This train proved to be the longest of the year at 32 cars that included the regular train and the mixed freight/passenger equipment of the Friends consist to Cumbres Pass. A third engine was paid for by the Union Tank Car Company so that the refurbished

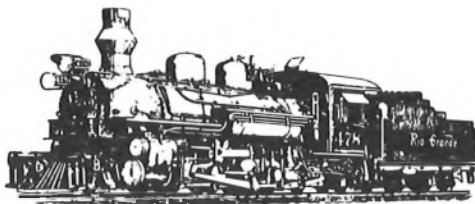
UTLX tank cars could all be included in the Friends consist. The Union Tank Car people had a group aboard the special and were thrilled to be a part of the repurchase and refurbishing of these outstanding cars.

Still to come are the two freight specials sponsored by Jim Trowbridge, a 2-day annual special on the 14th and 15th of September, and, a 1-day special to Big Horn Wye on the 17th. [Tickets are still available on the 17th trip for any Club members interested in a freight special], and, reportedly, a special freight for a German group sometime this fall. All of this has as many "Rio Grande" lettered engines running over the line as there are C&TS lettered locomotives! All the switching in the yards and on the hill have made for outstanding photography this summer.



K-36, #484, followed by K-37, #497, lead the three-engine, 32-car consist on the Cumbres & Toltec Scenic Railroad on July 27, 1996. Maximum tonnage made for quite a site as the train came up the 4% grade at Cresco Siding. (Jim Trowbridge Photograph)

D&SNG RAILROAD PHOTOGRAPHER'S SPECIAL



September 21, 1996, will mark the seventh annual Durango & Silverton Narrow Gauge Railroad's Photographer's Special. This will be a double header, departing Durango at 7:30 a.m. The fare will be \$65.00 per person. Photo runbys and meets with scheduled trains are planned. There will be a free yard tour at 6:00 p.m., Friday, September 20, 1996, for participants.

For reservations, ask for Photographer's Special.... (970) 247-2733.

FROM THE PRESIDENT

Summer is just about over...hope everyone has had a good one!

The officers and board members have been busy over the summer. We have published one book during the past year and preparing to publish another one, just in time for Christmas. Some officers and members helped to move the RMRR World Headquarters over a weekend in April; however, we are still working to get things in order at our new address. Officers, board members and members met at the Colorado Railroad Museum for our annual workday, and, much was accomplished.

Your officers and board of directors decided to lease the P.C.C. car to the Colorado Springs and Manitou Traction Company. They will restore the car and run it in the

Springs.

The Club has had some good trips with our Great Britain rail trip still to come. In regards to trips, we are looking for someone to take over as Trip Committee Chairman. If anyone is interested, please contact any of the officers or board members.

The annual Elections are coming up in December--not that far off! It's time for members to consider running for office as either a director or officer. Remember... any decisions made for the Club is made by your officers and board members, with the Club's best interest in mind.

(Mike Johnson)

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the August 13, 1996 meeting are as follows:

Jackie Pockrandt / Set of Small Postcards

Chris Larscheid / Set of Employee Timetables

Les Nelson / Complete set of Model Railroader magazine--1987

Bob White / Complete set of TRAINS magazines for 1995

Ira Schreiber / Package of Santa Fe date nails

Jim Ehernberger / One Way to Eldorado

Ken Leonardi / The AC Electrics

Ardie Schoeninger / BN 1977-1980 Annual

Bob Tully / Focus--The Railroads in Transition

Ray Fleisleber / Susquehanna--From Shorelines to Stackpacks

John Dolan / Journey to Amtrak

Ed Dickens / The Jersey Central Story

The "Give-A-Way" table continued into August and there were numerous items that Club members were able to choose from that covered a wide range of railroad related items.

If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc.,

they may contact Roger Callender at the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

The August Book Drawing collected \$56.50 for use in preservation activities. In the absence of Roger Callender, Midge Braisted sold raffle tickets and presided over the drawing. Our "Thanks" to Midge.

RESPONSE TO EDITORIAL BY EDITOR IN JULY RAIL REPORT

As of the writing of this newsletter (Aug. 19, 1996), your editor has received a total of 21 responses (written) to the editorial in the July Rail Report. While this was not quite the return I had hoped for, those who wrote did a fine job of expressing their thoughts about current and future goals and policy of the Club. Since our membership hovers around 1050, 21 responses may or may not represent a valid reflection of Club members' views, so...we still encourage members to write!

The breakdown of letters received to date is as follows: 11 responses from members in the Denver metro area; 3 responses from members outside the metro area, but within a couple hours drive from Denver; and 7 responses from members outside the Rocky Mountain region--generally a thousand miles or more from Denver.

As promised, I will begin to publish some of these letters in part, or whole, as time and space permits. Perhaps this will help others to share their views with your officers and directors.

The first letter received was at the July 9, 1996 meeting. This letter was written by Gene Martin of Denver. It reads as follows:

Dear Jim: You have asked for comments on your editorial in the "Rocky Mountain Rail Report" for July, 1996.

It seems to me that a dues increase is of primary importance. The present yearly-dues level will just barely take two persons to a first-run movie with popcorn. The RMRRC gives us a dozen good programs

for that price. I think that raising the primary dues to \$30.00 or more can be justified, with the other dues in proportion; but how is it to be done? Humans don't usually vote to increase their own taxes. Can the board of directors decree it? It's a futile afterthought, but it would have been much easier to raise dues a dollar or so each year.

The technical organizations that I belong to when I was a working person had two levels of membership. One price for the younger members and nearly twice that for a "sustaining membership," after ten years of working experience. There was some prestige involved there that we don't have going for us, but the extra dues went toward funding graduate research projects and were tax deductible. Are the Club's restoration and preservation projects considered to be eligible for tax-deductible donations? If so, it may attract some contributions.

As for helping with the Club projects, I plead guilty to malingering, but everyone around the place, except me, seems to know what they are doing, and, how to do it. My work experience was with petroleum and construction companies and it just doesn't translate well to railroads; but since the "Report" description of the tasks sounds like oil-field roustabouting, I could, indeed, have helped some. I will try to be more active in the future.

The recent programs of early Club excursions were really first rate. It was great to see both the railroad equipment and youthful members. (Gene Martin)

I have to agree with Gene. Our dues are among the lowest of any similar organization and should be higher; however, it has always been the policy of the boards and officers over the years to keep the dues at the lowest possible level due to the many members on limited incomes. While we could do this when the Club was able to secure additional funds off trips like the UP excursions where a good trip would make the Club \$10,000, this is NO LONGER the case! These trips are no longer possible, and, when they are, the costs are too high to generate that kind of profit and keep the fare at a level that anyone can afford.

The Board can raise dues. What are your feelings about this? Let your board know!

Under tax laws, the Club is non-profit, but not tax deductible! That is why the foundation was formed. The foundation is a mixed blessing. The Club loses ownership of its equipment, but is in the position to receive tax deductible donations to restore the equipment. This status requires considerable attention to fund raising to exist. The Club has not taken advantage of this situation due to a lack of interest and/or personnel to follow through. We cannot continue to ignore fund raising in the foundation if we are to keep the #25! The RMRRC's treasury can no longer support the foundation: FACT! Are there members who can help in this area? Your input is welcomed!

We have not been very good in explaining, ahead of time, what is required in the maintenance and restoration of our equipment at the Colorado Railroad Museum!! We need to organize better in determining what is needed and how to go about it. Again, we need more members involved on the equipment committee. There is so much work that can be done by just about anyone! Gene is not alone in thinking that there is nothing he can do. But, the fact is that most everything we do takes nominal talent. It's amazing what can be accomplished by a few determined people! The combined talents can almost always get the job accomplished. If we run up against something too technical, we get professionals! But, it all starts with volunteers! Can we hear from you!?

AMTRAK NEWS

On Thursday, August 8th, Amtrak announced that the following trains would be eliminated, effective November 10th, 1996, due to a reduction in funding from Congress:

The Pioneer--Denver to Seattle
The Desert Wind--Salt Lake to Los Angeles
The Texas Eagle--St. Louis to San Antonio, TX
The Lake Shore Limited--Boston to Albany section

Also, the Sunset Limited will terminate to Sanford FL (site of the Auto Train facility) instead of Miami. Other more positive changes include the restoration of daily

service on the Empire Builder and California Zephyr routes. By returning to daily operation, these trains can once again pursue mail contracts that were lost with tri-weekly and quad-weekly service.

The Broadway Limited will be reinstated from New York to Chicago and a new train, called the Silver Palm, will operate from New York to Florida. These two "new" trains are possible because of mail contracts that are available, which will offset operating expenses.

It is still possible to notify your Representative or Senators of your dissatisfaction with the cut in funding for Amtrak. Amtrak was the only mode of transportation singled out for cuts; all others, including air transportation and highways were funded at existing levels or slightly higher. Without a strong response to Congress from Westerners, a number of trains serving this portion of the country will shrink dramatically. Your representatives need to hear from you. (Hugh K. Wilson)

AMTRAK TRAVEL BY THE MILE

On a per-mile basis, you can't beat a trip to Oakland (from Denver), 6.2 cents per mile, which gets you nearly to San Francisco. [Note: Fares quoted are as August 7, 1996. Amtrak service routes and fares from Denver to Los Angeles and Denver to Seattle/Portland are expected to change in November.]

Destination	Fare	Cents per mile
Seattle	\$342	10.5
Oakland	\$174	6.2
Los Angeles	\$184	6.8
Tucson	\$416	10.9
Chicago	\$174	8.3
New York	\$266	6.7
Washington D.C.	\$266	7.3
Atlanta	\$435	8.9

[Based on roundtrip coach fare from Denver to various cities] (Denver Post, 8/12/96; Source: Amtrak)



ROCKY MOUNTAIN



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